



**messing
about in**

Every Two Weeks

BOATS

Volume 1-Number 2

June 1, 1983



Commentary



messing about in BOATS

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Our Next Issue

will be in the mail the first week of
June as the on-the-water scene really
gets moving. To be sure to get your copy
send us your subscription order before
June 1st.



... is the \$1,800,000 dreamboat of a
man named Henry Dormitzer. He's the
moving force behind the Tall Ships in
Boston, and this 125 foot two masted
schooner is to be Boston's very own
Tall Ship. The keel was laid in mid-
April and we have all the particulars on
this ambitious project.

Gunkholing on Biscay Pond

... is the Traditional Small Craft &
Rowing Association of Maine's way to
start off their season on this 7 mile long
pond not far from Damariscotta.



BOB HICKS

In our first issue, which most of
you reading this did not receive (we only
could afford to mail out just so many
free samples at a time) I talked about
the whys and wherefores of this new
publication. I'll summarize these again
here, hoping those of you who have al-
ready subscribed from issue #1 will un-
derstand.

After seven years of developing an
interest in boats and the messing about
therein, I decided there were hundreds
of interesting stories about the people
who indulge in this activity and the boats
they build or use, and the places where
they row or sail or motor. The existing
publications simply cannot devote the
space these tales would require, national
circulation aspirations require a broad
brush of editorial content.

The opening that seemed to exist,
in my view, was that fulfilled by the
local newspaper. Perhaps you read the
NEW YORK TIMES or WALL STREET
JOURNAL or BOSTON GLOBE for world
and national news, but it's the local
TOWN TRANSCRIPT you read to
see what the local folks are up to. Well,
to me, New England is "local" for this
business of messing about in boats.

The existing major publications
that best serve my interests are SMALL
BOAT JOURNAL and WOODEN BOAT.
In them I find the sort of articles that
interest me. In earlier times I also did
the whole gamut of SAIL, YACHTING,
MOTORBOATING & SAILING, SOUND-
INGS and NEW ENGLAND OFFSHORE.
Eventually I found I wasn't much inter-
ested in the latter list, they weren't
telling me much about other people and
all of their activities, designs, ideas and
adventures.

WOODEN BOAT is full of great
stuff idealizing wood and craftsmanship
and SMALL BOAT JOURNAL has a lot
for the boating nut of modest means.
But, they only come out six times a
year, and despite many pages, simply
cannot do justice to the "local" scene.
Hence, MESSING ABOUT IN BOATS is
born. Twice a month you'll see this pub-
lication. This means we'll be able to be
very topical on time sensitive news of
events and happenings. Check our calen-
dar page opposite, it's updated every
two weeks with latest information.

About our name. Everyone knows

it is a commonplace phrase to describe
the multi-faceted nature of how we en-
joy boating. Again, this is important to
me. It isn't just wooden boats that inter-
est me. It isn't just small boats, or sail
boats, or motorboats, or yachts, or
antique boats or steamboats. It's all of
them, but more yet, it's the people who
own and use and build them and their
stories. So I chose the obvious for a
name, this publication will wander all
through the different ways of messing
about in boats, all over New England.

In developing my ideas on doing
this, I have come up with a short list
of about 100 feature articles for start-
ers. Of these, some two dozen are to be
reports on interesting organized events.
These range from the well known, such
as the small craft workshop at Mystic
Seaport in June to the lesser publicized,
Newburyport's Merrimack River rowing
race in June and the steamboat frolic on
Cobbesseecontee Lake in Maine. There
are several antique motorboat gather-
ings, and anything goes events like the
small ships gathering in Rockport,
Maine, etc. All of these are good times
for boat nuts and deserve to reach a
wider number of potentially interested
participants. I expect we will help to
develop that broader awareness.

Our first two issues have included
articles about people building boats for
a living, but we also have quite a good
list of interesting people building them
for a hobby. They range from small
exquisite canoes and skiffs through am-
bitious 70 foot Revolutionary War rep-
licas. There are people out there who
build for pleasure and for pay with some
strongly held opinions, and there'll be
interviews in which they speak their
minds untrammelled by editorial res-
traints.

Then there's the matter of inter-
esting places to go with boats. In the
course of our travels we expect to be in-
cluding in boating in a wide variety of
locations, this issue, for example, has
a feature on the lower Connecticut River
area as a rowing experience. On lake,
pond, stream and at the shore, in a var-
iety of watercraft, we expect to experi-
ence new boating environments and bring
to you our comments, opinions and sug-
gestions for your enjoyment of these
places.

What's happening...

MAY 28: HOWARD BLACKBURN MEMORIAL DORY RACES, MYSTIC SEAPORT, MYSTIC, CT.

Seventh Annual Howard Blackburn Memorial Dory Races. Dory races in the Museum's 18 ft Banks dories for two man teams around a half mile three-legged course starting and finishing at Chubb's Wharf at the Seaport. Separate classes for novices and experts. Skippers' meeting is at noon followed by elimination heats of four dories each leading to

a final in each class.

In 1982 forty teams competed in this event commemorating the heroic ordeal of doryman Howard Blackburn who rowed for five days through a blizzard to reach land after he was separated from his schooner on the Grand Banks in 1893.

Two-person teams are invited to take part, interested persons should contact Peter Vermilya at Mystic Seaport, Mystic, CT 06355. (203) 572-0711.

JUNE 4 & 5: SMALL CRAFT WORKSHOP, MYSTIC SEAPORT, MYSTIC, CT.

The annual gathering of hundreds of traditional small craft enthusiasts at the Mystic Seaport Museum. The 1983 workshop is to look at some new directions in small craft rowing and rigging. Special featured craft will include a long distance cruising sliding-seat boat that has Labrador and trans-Atlantic passages to its credit, a new sectional two or four person sliding seat boat, a convertible sliding or fixed seat peapod, Mockingull, fitted with a variety of wing and fully battened sails, a Lungstrom rigged sailer, and the multiple rigged Whitehall ANODYNE. Also, some North Carolinians will demonstrate how to rig tops'ls on sprit rigs. John Gardner will have a new peapod under construction and there will be a tuckup under construction also.

Saturday morning will be the usual informal gathering, launching and trials of participants' boats. Lunch will be served participants on the North Green.

On Sunday the traditional early morning cruise downriver for breakfast will take place, with those desiring continuing on around Mason's Island before returning to the Seaport. Following the trip, the annual meeting of the TSCA will take place.

This year the boat storage areas will not be open due to the construction and moving going on.

Registration fee is \$15 for non-member (Mystic Seaport) adult, \$12.50 for member, and \$7 for children under 12. Limit is set at 400. Persons owning traditional small craft are invited to bring them along, but by prior registration only as dock space is limited. Acceptance of small craft to be brought by participants will be on a first come, first served basis.

If you have not received a registration form because of prior participation, contact the Curatorial Dept., Mystic Seaport Museum, Mystic, CT 06355 or phone for one at (203) 572-0711.

JUNE 12: MIGHTY MERRIMACK RIVER DORY RACE, AMESBURY, MA.

The Custom House Maritime Museum of Newburyport, Massachusetts is hosting its first on-the-water event this spring. Helping out with the event is Jim Odell of Lowell's Boat Shop in nearby Amesbury. The race itself will begin at Lowell's and finish at the rear of the Museum. Prior to the race, scheduled for 2 p.m. participants are encouraged to bring lunch and enjoy a picnic on Lowell's grounds. Prizes will be awarded at the Museum followed by refreshments.

There are three classes provided for, all craft must be under 22 feet in length. The classes are: Sliding seat, dories, and traditional small craft. Pre-registration is \$4 per entry, post registration the day of the event is \$5 per entry.

If you wish to participate, send the following information to the Newburyport Maritime Society, Inc., P.O. Box 306, Newburyport, MA 01950: Name, address, phone number, type of craft and its length.

There is no rain date and registration fees are not refundable. For more information you can call the Custom House Museum at (617) 462-8681.

JUNE 18 & 19: CLEARWATER'S GREAT HUDSON RIVER REVIVAL, CROTON-ON HUDSON, NY

The sixth annual weekend festival of music and the arts, including traditional boatbuilding gathering. An outdoor celebration featuring four ongoing music stages throughout the weekend, many crafts and arts displays, and a small boatbuilders' get together. More details in a coming issue, or contact the organizers directly at the Hudson River Sloop CLEARWATER, 112 Market St., Poughkeepsie, NY 12601. Phone to call is (914) 454-7673.

JULY 23 & 24: ANTIQUE & CLASSIC BOAT RENDEZVOUS, MYSTIC SEAPORT, MYSTIC, CT.

Mystic Seaport Museum is seeking interested participants for this event in July. Wooden power or sailboats built prior to 1940 are eligible. All must demonstrate faithfulness to their original designs and construction, must have fixed accommodations and be able of reaching the Seaport under their own power.

In recent years about 40 to 50 boats have taken part. If you own such a boat and are interested in participating, contact the Mystic Seaport Museum, Mystic, CT 06355, Att: Antique & Classic Boat Rendezvous Committee for particulars.



Gunkholing...

Report & Photos by Bob Hicks



Lord Cove on the lower Connecticut

As our little flotilla rounded one bend we noted alongshore by one quite isolated home a twin engined seaplane. Ahead the channel opened out into a broad stretch suitable for seaplane operation. Not a bad setup. After looking this over a bit, Ben observed, "Well, I guess I don't feel quite so guilty about owning several small boats after seeing this." Ben is Ben Fuller, he's Curator at the Mystic Seaport Museum, and like so many other boat nuts, has managed to collect more boats than he can possibly use at once.

In the January issue of the Traditional Small Craft Association's quarterly bulletin, THE ASH BREEZE, Ben had a small notice published. He was interested in small boat day cruising. In it he commented, "I've an idea that a few less formal cruises (than the organized meets) might be amusing, adding to the fun of messing about in boats, and allowing us to sample waters not ordinarily travelled and not appropriate to a larger meet." He went on to announce that he would be putting in on April 2nd on the lower Connecticut River near Old Lyme and Essex. He invited interested persons to join in.

I did. It was a two hour drive from here but worth it. Ben's wife Leslie also was on hand as well as Andy German from the Museum. Four boats, four boaters. It was a nice day, mild and partly cloudy. Where was everyone else?

Ben's choice of location surprised me. I expected the mouth of the Connecticut River to be lined with marinas and shorefront dwellings. There were some of course, but over on the eastern shore just north of the high arch of the Rt. 95 bridge is a large sort of delta area known as the Lord's Cove area. The river sort

of spreads out here into a salt marsh with dozens of channels through the tall grass and weeds. Perhaps a half mile wide and three miles long, this area proved fascinating to row through. The shoreline proper had the homes of those fortunate enough to be able to afford such expensive real estate, but not many, not crowded in at all. And longish stretches of shore were just ledge and woods and marshland. At times we were out of sight of any human habitation, and with the 6 foot tall grass on the marshy islands in the delta obscuring any long views we could fantasize that we were indeed out in the boonies.

Ben had a Delaware Ducker, Leslie had her brand new hi-tech plastic kayak, Andy had a Piscataqua River Wherry and I had my restored Oldtown rowing lakeboat. Leslie was far and away the fastest and could dart off to explore hither and yon as she chose and still not lose touch with the main flotilla.

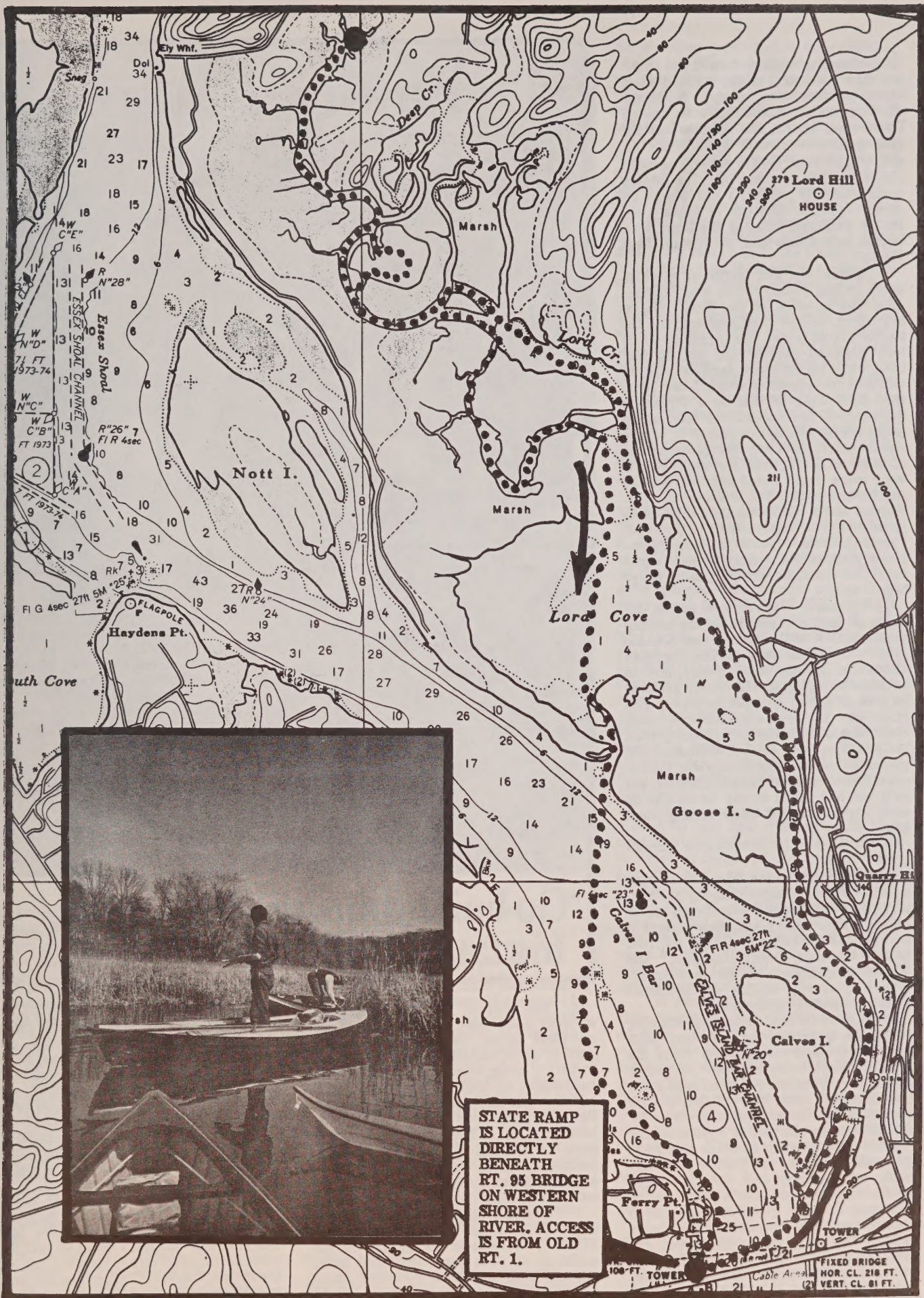
After rowing across the main channel of the river from the launch site right under the bridge, we entered a channel along the eastern shore. This we followed northward in its meanderings, gradually working away from the high ground out into the marsh. After checking Ben's chart several times to stay on the desired course, we arrived at the headwaters of the marsh, the channel finally too narrow for rowing. Ben was happy, he'd been poling instead of rowing every chance he got, even going so far as to get right alongshore on the wider channels so he could ship his oars and break out the three-pronged pole.

We lunched at the head of the marsh, it is a wildlife reservation under a nature conservancy ownership.

The return trip took us further out in the marsh, following meandering channels through the marsh. It seems these are not all natural, at one time the area had channels dredged to drain the fresh water that bred mosquito populations. The sky had clouded over, a raw bite crept into the increasing southwesterly now blowing up. Once again, small craft people had to face the wind both ways on a cruise. Now it was blowing much more seriously, however.

We emerged from the marsh into the main channel about a mile north of the bridge. It was about high tide so the current wasn't noticeable, but the wind was right over the starboard forequarter. I was soon dropping behind as the high topsides forward on my Old Town caught the full brunt of the wind and kept forcing me off to port. Most of my rowing was done with my right arm in order to compensate for the windage. I wished I'd fitted the rudder (used mostly when sailing the boat) for I could have set it to counteract the windage and then rowed more strongly. It wasn't too far at least, and by 3 p.m. we were all back at the launch site.

It had been a nice five hour outing, we'd seen an interesting small boating area and enjoyed not only the natural beauty of the place but also the observation of how the indigenous population lived at riverside. We met just one other craft, a canoe with three persons in it, out in the marsh. Can it be that small boat people are so unadventurous? It was nice that all the marinas still had the power boats up on land, but it would have been fun to have had more company ourselves, or met others enjoying this early spring day.



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IS LOCATED
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BENEATH
RT. 95 BRIDGE
ON WESTERN
SHORE OF
RIVER. ACCESS
IS FROM OLD
RT. 1.

Dynamite's place turned out to be just like I hoped it might, a small wood frame building surrounded by boats set off a meandering country road in So. Thomaston, Maine, not an area heavily developed for the tourist trade. While his shop wasn't right on the water, you could smell the salt air and hear the lobster boats start up nearby. I had been a bit afraid I might find one of those steel Butler buildings housing the Down East Dories operations and the Instant Boat Works.

Inside the red clapboarded shop, some 24 feet square, kinda small, Dynamite was at work, on our first visit, on his latest Instant Boat concept, and the half of the shop that was open floor space had plywood pieces laid out on that floor while he cut more sections with his skill saw from another sheet. I had come this first time to pick up a Dynamite Sailboard I had bought. My interest in sailboarding had been aroused by a try-out on a friend's but the going prices of \$600 to \$1500 even for used boards were more than I cared to invest for this particular whim. So I wrote to H.H. Payson about his Dynamite Board, designed by Phil Bolger, built of plywood. I wanted to buy a set of the plans. Dynamite offered me a slightly used demo for \$200 complete including sail rig, so here I was.

Dynamite Payson has gotten all sorts of public exposure in the boating press, both WOODEN BOAT and SMALL BOAT JOURNAL have carried articles about him and his Instant Boats, how-to articles on building his boats, articles on use of tools, sharpening saws, etc. But, none of them ever told me much about the man or why he was doing what he was. Oh, yes, he had explained his philosophy on making it easy for the inexperienced person to build a boat, but he'd not had much to say about who he was, nor had any of those writing about him.

Like, why is he known as "Dynamite?"

"Well, it seems like when I was a little feller, younger than my sisters, they seemed to think I was always 'going off' all over the place, they'd have a beau in for a visit and I'd pop up from behind the sofa, things like that," and Dynamite grinned as he recollected. "So, they started calling me Dynamite and it seemed to have stuck."

Payson is still living and working where he grew up, he and Amy built their own home on property from the family, they're surrounded by other family members and share in even more land inherited from Amy's folks, including now direct waterfront land down over the hill from the road. Dynamite and his dad built the shop in which he works, they started out to use lumber from another building they took down but ended up finding it more trouble than it saved in money. Their grown children also live in the area on more of the family land. "The best thing about what I'm doing here for a living is that it makes it possible for me to live here," Dynamite will tell you.

Dynamite Payson...



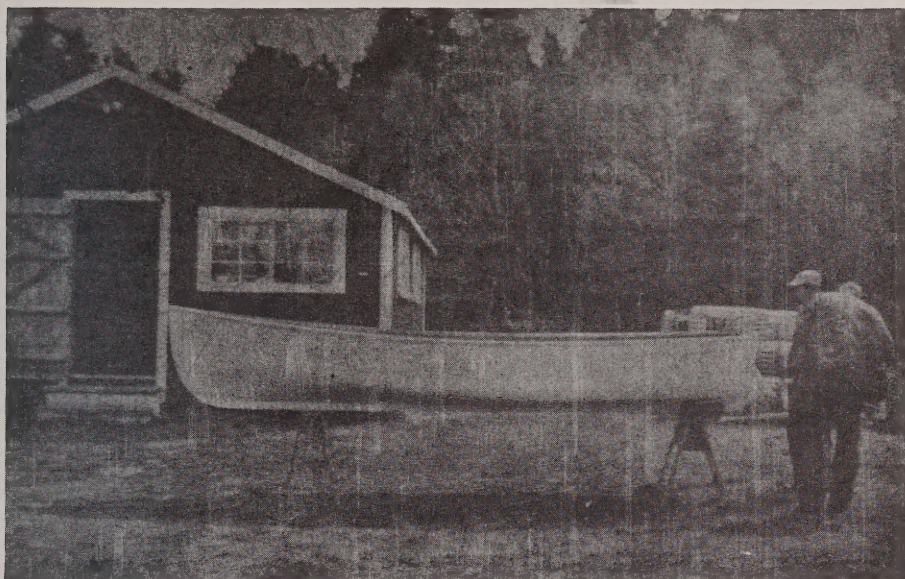
"Go build your own boat," his father-in-law told him!

Yes, Harold H. Payson has built up what many boat nuts would consider an ideal setup. He walks across his yard to work, building the boats he wants to build, living where he wants to live, surrounded by family. He's pretty happy with how his interest in boats turned out. He spent some 30 years fishing and lobstering for a living until his growing fame in boatbuilding developed enough income to enable him to just build boats and sell plans for the boats and write books about what he's doing.

"Golly, I do hate that writing," he'll tell you. The man who wrote INSTANT BOATS and who is now in the midst of an even more ambitious book, doesn't like to write. "Putting those words together is like piling up bricks

for me, it's hard work." Maybe so, but INSTANT BOATS turned out highly readable and informative. The new book, due to be out in the fall of '83 is much more complex, involves a big time New York publishing house, drew "agents" and "ghostwriters" and brought a new level of frustrations and aggravations to the Payson home. But, he's philosophical about all the complications and has gotten the book into the shape now that he wants, without ghostwriter, agent and all.

Dynamite credits his father-in-law with getting him started on boat building. "I watched him build a real nice boat one year and thought, I could do that. So, when he finished up and took his hull off the molds, I asked if I might use the mold to build myself a boat." Dynamite pauses



Top photo: Back in 1957, Dynamite's first boat gets a look at by his father and himself. He still has it.

Bottom photo: First of the "Second Generation" of Instant Boats, this as yet unnamed beauty was completed in late winter. The difference from earlier of the Instant Boats is the construction method, Dynamite calls it, "Tack & Tape".

and shakes his head a bit. "You know, he was the kind of man who'd do anything for you, so I was real surprised when he turned me down. 'Go build your own boat,' he told me."

Deprived of the easy start up of using an existing mold, Dynamite had to start from scratch. In his many, many trips lobstering and fishing, and hauling fish alongshore and in from nearby islands, he'd noticed some boats seemed to behave much more pleasantly in the rougher weather. Come winter he studied the hull shapes on these boats, and then went ahead and carved a model hull until he liked its looks. The hull model is on one of the cluttered workbenches in the shop today, varnished and all, and outside in the yard was the finished boat,

still in good shape after 25 years. It is a round bottom carvel planked hull made to take an outboard, about 18 feet long. Nothing at all like what he builds today.

Dynamite got hooked up with Capt. Jim Orell down in Galveston, Texas as a sort of franchised dealer for his Texas Dorries and plans, and thus came to get to see the work of designer Phil Bolger of Gloucester. Dynamite was building the Texas Dorries and selling them under his Down East Dorries name, the Gloucester Gull being the favored type. Lightweight, plywood, glued and nailed, basic Bolger design. Dynamite liked the ease and simplicity of building such a boat which also worked so well.

"Orell was pretty much sold on dorries," Dynamite explains, "but I knew

there's other types that do things better. Dorries are OK, but mainly come from work requirements and you can come up with hull shapes that sail better and row better." He and Bolger came together and the Instant Boats concept was born.

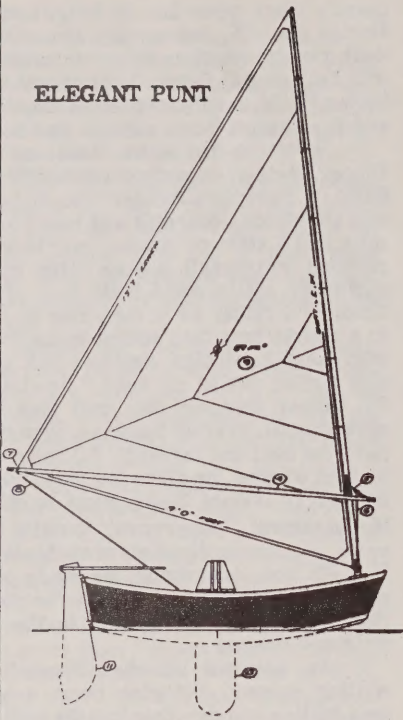
Dynamite had some ideas, so did Bolger. Bolger's unorthodox concepts had found a receptive builder who had his own unorthodox concepts and soon Dynamite had a start on simple, easy to build plywood watercraft anyone with some carpentry skills could build in a short time. "I'd rather be in the water in July in a simple boat than setting on the shore with complex design concepts still getting sorted out in my head," he states. So, Bolger designed the craft they had agreed upon, drafted the plans. Dynamite built the boat and tested it. All being OK, he then offered the plans for sale. Today he has 17 Instant Boats plans to offer, his basement "paperwork" facility has racks of plans and packets of study plans. For \$3 you can obtain the study plan packet that gives you details on the whole line from the 7'9" Nymph to the 31' Folding Schooner.

An accident launched Dynamite's writing career. Bringing home a boat on a trailer one day, they lost the trailer, it disconnected and went rolling on by and off the road, one boat piggybacked on the other took off on its own. It was quite a scene and Dynamite sent a short story on it to NATIONAL FISHERMAN. To his surprise they published it, paid him for it, and then came by and suggested he write a book. "Me write a BOOK!" Dynamite seems still amazed that any publishing outfit would track him down and ask him to WRITE! But, that's what brought about INSTANT BOATS. Dynamite has nothing but praise for the people at International Marine Publishing in Camden, who helped him get his first venture in writing a book out into the world.

There was too much snow on the ground on our first visit to really look over the boat collection, so we returned in April to finish off our visit and see how the new, as yet unnamed, addition to the Instant Boat line had turned out. It was finished, a lovely, curvaceous and sleek sailing craft of 18', painted white with red trim, no brightwork. "She's made to sail, row or power and do all three well," Dynamite explained. "That should be a popular idea."

A new Light Dory lay in the yard also, despite a stock of one or two others on hand. "I just get nervous thinking what if I all of a sudden sell a couple and don't have any left in stock," Dynamite points out. So he knocked out another of that popular model to ease his nerves. Other craft on hand included a demonstrator kayak and Skimmer, the latter, a new 8' by 4' Garvey runabout. There also were a semi-vee utility outboard hull of 15' and his own personal 20' Zephyr. "I've been a bit concerned about selling my Zephyr," Dynamite says, "and being without anything to sail this summer, but this new boat looks as if it'll fill the bill." And, finally, one more boat, not a Dynamite creation, but an antique inboard launch, a sixteen footer

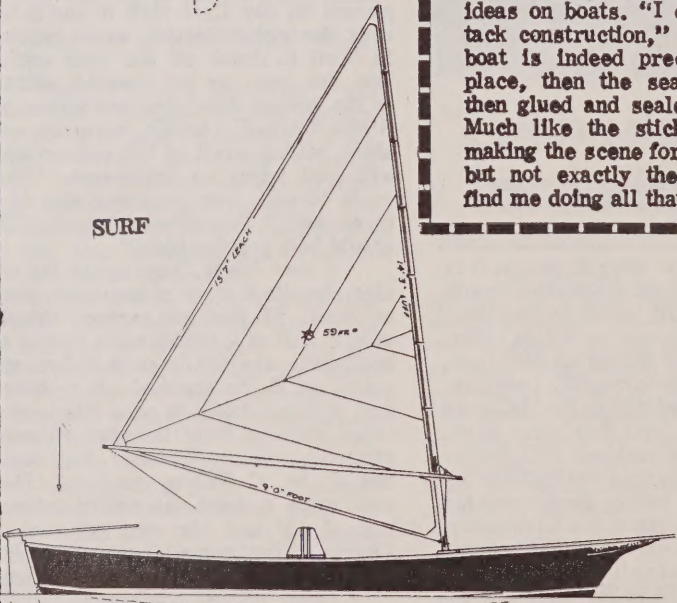
ELEGANT PUNT



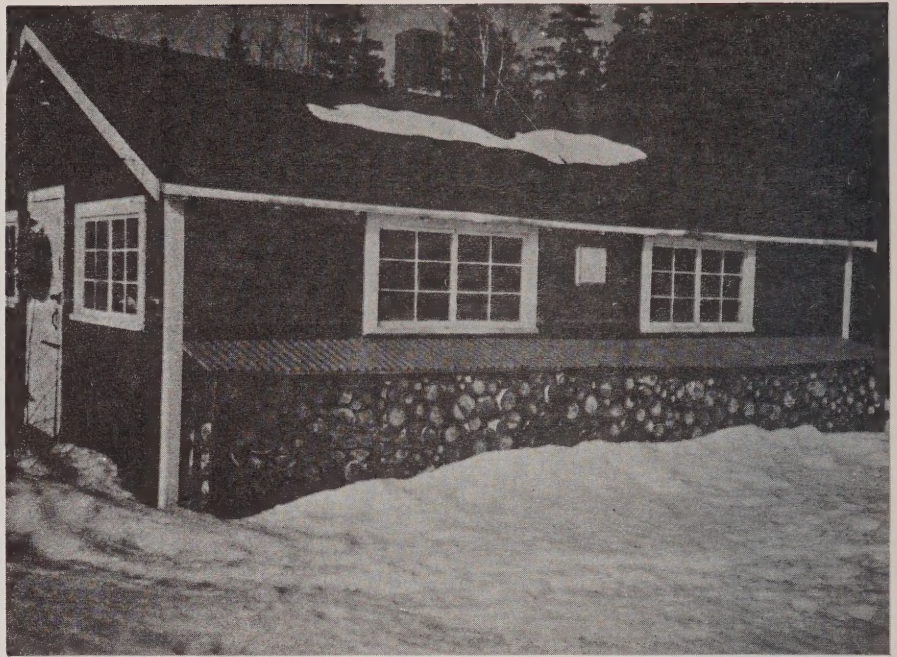
WINDSPRINT



SURF



DIABLO



Above photo: Dynamite's shop is not very large, but it's all a boat nut would want, cosy, warm in winter, cluttered with all the stuff that boatbuilding seems to attract.

Top photo at right: The living room wall holds this display of models of the more popular of the Instant Boats, made by Dynamite, of course.

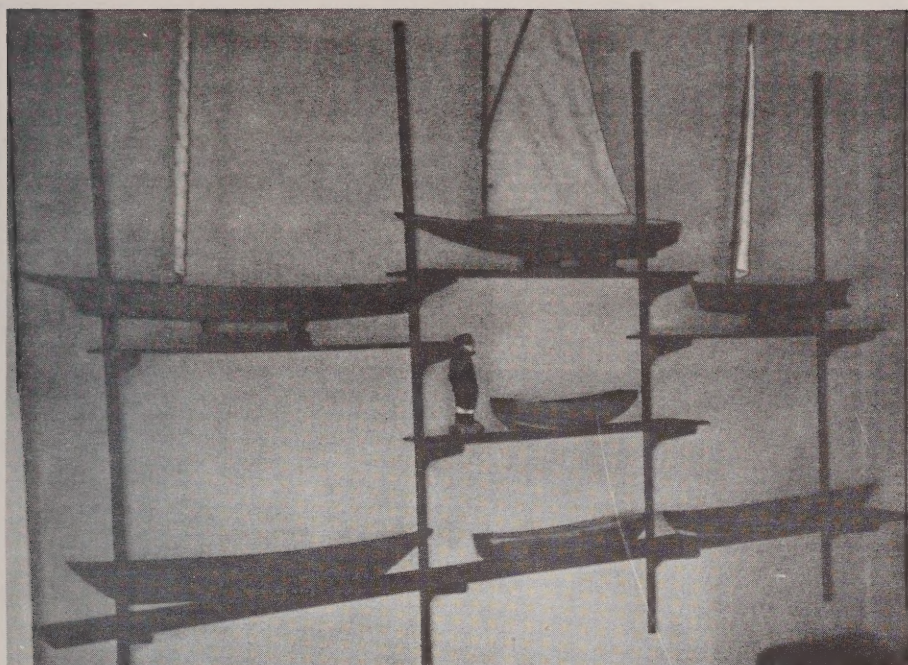
Bottom photo right: A grandson enjoys the newest Instant Boat, set out for photographing, while the builder looks on.

of carvel construction, fiberglass covered with a one cylinder Detroit Automotive engine and a reversible pitch prop. (See Classified Ads Feature Boat). Dynamite acquired that boat from an old timer in the area and glassed it because the planking, while strong enough, had so many cracks in it that it'd be a real leaker. It needs interior refinishing and deck work, and now he's not the time to pursue it.

The newest Instant Boat represents the next stage in the evolution of Payson's ideas on boats. "I call this a tape and tack construction," he explains, for the boat is indeed precut and tacked into place, then the seams are taped and then glued and sealed with epoxy resin. Much like the stitch and glue concept making the scene for simple small craft, but not exactly the same. "You won't find me doing all that sewing up seams,"

Dynamite announces. His system is simpler than that. He has plans for more such designs, and then a third book. INSTANT BOATS, THE SECOND GENERATION. That's a way down the road yet, but is in the works, despite Dynamite's dislike of writing. There's just a hint of the messiah in his voice when Dynamite explains his firm convictions that simple boats, easy to build, easy to use, will get many more people into boating people who would be scared off by the apparent complexities and mysteries surrounding more traditional boatbuilding methods and designs.

Meanwhile there's the new book now in the works, to be published by Van Nostrand Reinhold of New York City. This book leads the reader through Dynamite's experiences in getting into boatbuilding and covers all the details of building conventional watercraft, based

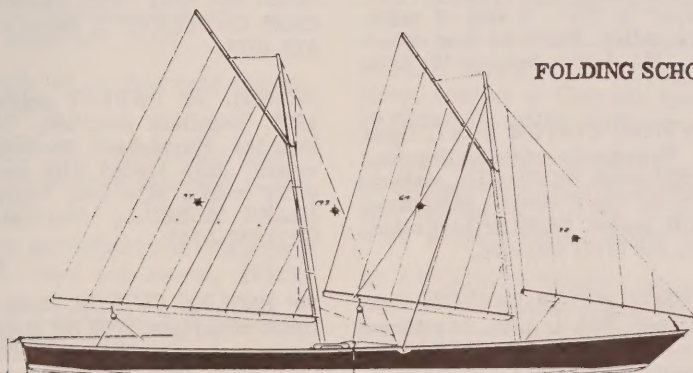
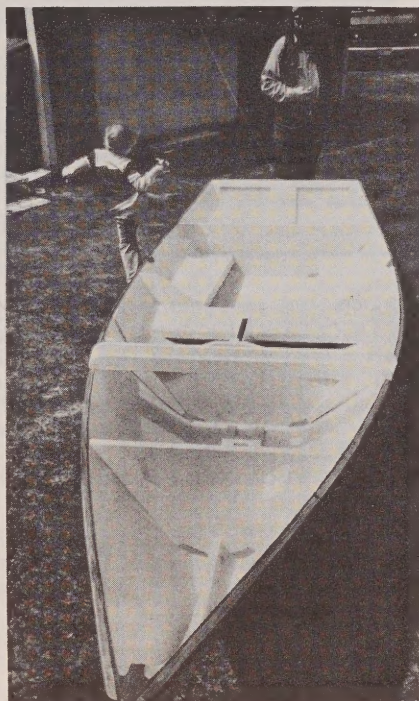


Report & Photos by Bob Hicks

on Payson's experience. Profusely illustrated by a neighbor, it will encourage the novice builder to go ahead by clarifying some of the mysteries of the "art" of boatbuilding. It also happens to illustrate that Dynamite Payson can build conventional complex traditional wooden watercraft, that he's not just a specialist in simple plywood construction.

"People seem kind of surprised to find a fellow like me in a place like this building these radical modern sorts of boats," Dynamite muses. "I guess they expect I ought to be building lapstrake or carvel in cedar and oak, copper fastened, all that." Not surprising that this short, quiet pipe smoking Yankee would be thought to be a "traditionalist".

Oh yes, that new book coming out this fall. The name to look for or ask for? GO BUILD YOUR OWN BOAT.



FOLDING SCHOONER



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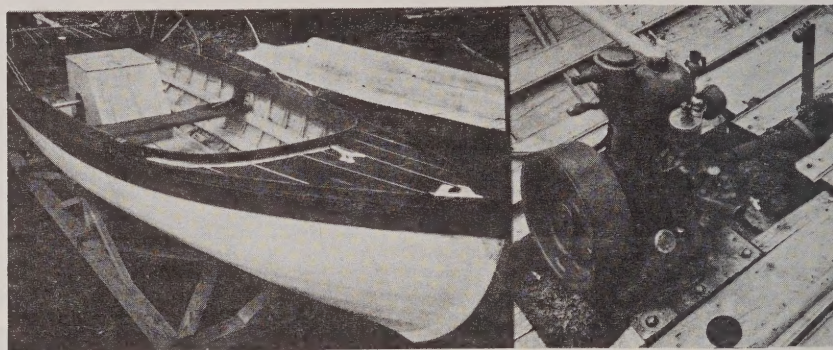
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Looking for a Boat?

Take a Look at This...

Each issue we will feature our choice of an interesting boat for sale sent in by a subscriber. If you have such a boat send along the details together with a photo (black & white preferred, but clear light color print OK) and it might end up as our featured boat. If it is not chosen it will appear anyway on these pages as a regular classified ad with photo. Offer limited to subscribers.



16' ANTIQUE INBOARD MOTOR LAUNCH. Carvel planked professionally fiberglassed. Fitted with one cylinder Detroit Auto Marine water cooled engine and reversible pitch bronze propeller. Deck and interior need refinishing, boat is structurally sound. \$1200.
H.H. PAYSON, So. Thomaston, ME (207) 594-7587.

GLOUCESTER LIGHT DORY, (demonstrator) used summer of '82. \$550.

KAYAK, (demonstrator). \$150.

ZEPHYR (Payson's personal boat) with sail. \$850.

SKIMMER (demonstrator), new design 8ft x 4ft Garvey runabout. \$300.

GLOUCESTER LIGHT DORY (new) with oars & oarlocks. \$750.

SEMI-VEE utility 15ft x 5ft outboard. \$1200.

H.H. PAYSON, So. Thomaston, ME (207) 594-7587.

12' TRADITIONAL LAPSTRAKE wooden dory skiff rigged with 18' mast, boom, bowsprit, marconi main and jib. Rig obviously not original to boat. Galvanized steel centerboard. Hull is sound but paint is poor, needs complete cosmetic refinishing. Whole project for free, could be a nice sailing skiff with some work and little more money.
ALAN FERGUSON, Stow, MA. (617) 562-3245.

BEETLE CAT SAILBOAT. 12' x 6'. A classic built in the '40's completely rebuilt and fiberglassed, hull and deck. A beautiful blend of natural brightwork and the ease of fiberglass. Dacron sail, anchor and trailer included. \$1395.
Wakefield, MA (617) 245-5332.

BRAND NEW 16' TOWN CLASS SLOOP, just built by original builder of Townies, Pert Lowell of Newbury, MA. Finished hull without hardware and rigging is \$2500, you supply rigging, we'll install it at that price. Completely rigged boat without sails, \$5200.
PERT LOWELL CO, Newbury, MA. (617) 462-7409.

14' WHITEHALL, Chappelle design built in 1980 by Montgomery of Gloucester, Mass. Sprit rigged with jib, 8' oars, Cox trailer. \$2500 firm.
JAY OKER, Manchester, MA. (617) 927-7451 days.

25' HERRESHOFF WATCH HILL 15 SLOOP. Built 1922, 90% restored. New spruce spar in 1981, 3 sets of sails. Fast, able sailer. \$5000 or best offer.
Attleboro, MA (after 5pm) (617) 222-3009.

16' CRAWFORD CUSTOM DORY. Open gunwale, Drascombe style seating. Extensive brightwork, full flotation, tanbark sail by Smith. 6hp Evinrude, galvanized trailer with spare. \$4000 or best offer.
Southboro, MA (617) 481-8466.

21' CHAISSON MOTOR LAUNCH. Built in Swampscott, MA in 1951, this unique classic was repowered in 1972 with a 30hp Renault Mercruiser 4 cylinder inboard. \$2200.
ED TALBOT, Beverly, MA (617) 922-2021.

13-1/2' WENAMUET KITTEN catboat. Refinished in Dek's Oil. Seats six comfortably. Galvanized trailer, all in excellent condition. \$2400.
MARK NEWMAN, W. Barnstable, MA (617) 428-9500.

17' CUSTOM BUILT SWAMPSCOTT DORY. Fiberglass by John Blanchard. Blue hull, teak seats and floor boards. 6hp Evinrude, canvas cuddy, full rear canvas, trailer, extras. \$3300.
Plymouth, MA (after 6pm) (617) 746-4481.

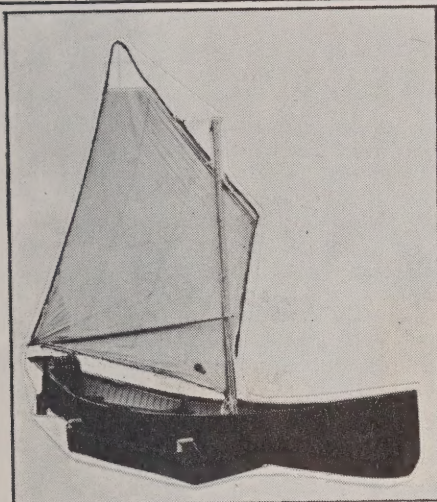
20' BARNEGAT SLOOP, large cockpit, small cabin, mahogany house and cockpit, main and jib, fully equipped plus extras, dory liferaft, 5.5hp outboard. Looks and sails great. \$3300 or B.R.O.
GARY GAYTHWAITE, Beverly, MA (617) 922-4676.

CLASSIC 26' LAWLEY sailboat, built 1905. Excellent condition, Hood sails. Includes Marblehead mooring for 1983, cradle, fully loaded with gear. Small cuddy cabin, slips two. \$4800 or B.O.
BLAKE MERRILL, Marblehead, MA. (617) 631-6715.

30' ENGLISH CUTTER. Built in 1979 of finest materials. 7000 lbs displacement. Cruising cap. Moored in Smith Cove in Gloucester, MA. Must be seen to be appreciated. \$12,000 or best offer.
Gloucester, MA (after 8pm) (617) 283-6257.

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16' OLD TOWN SAILING CANOE: Wide beam (42") model for rowing or sailing. Restored completely inside and out, new 10 oz. canvas exterior painted forest green. Interior light gray with varnished mahogany rails, breasthooks, thwarts, rudder and yoke. Two rowing stations, two sets 7 ft. varnished oars, bronze "patent swivel" oarlocks. Demountable 45 sq. ft. cotton lugsail rig (new) fits entirely inside boat when not in use. Leeboard with bronze brackets. Fitted canvas cover, storage cradle. \$1395. BOB HICKS, Wenham, MA. (617) 774-0906.

12' LAWLEY TENDER, built 1921, completely restored, exterior epoxy and kevlar. \$4000.

12' MOLDED MAHOGANY PLYWOOD O/B SKIFF, built 1952, with 1952 Evinrude O/B and trailer, exc. cond. \$2000.

16' FRIENDSHIP SAILING DORY, brand new with sprit sloop rig. \$5200.

12' LOWELL MAHOGANY SKIFF, sailing model, brand new. \$4000.

8' PLYWOOD FLAT BOTTOM SKIFF, brand new. \$350.

18' LOWELL DELUXE SPORT DORY, with Teleflex controls, used part of one season. \$4700.

14' DELUXE MERRIMACK RIVER ROWING SKIFF, used one season. \$1300.

7' LOWELL LAPSTRAKE PRAM. Built in 1977, Brunzeel plywood. \$650.

LOWELL'S BOAT SHOP, Amesbury, MA (617) 388-0162.

16' HIGGINS GIFFORD BANKS DORY. New spritsail, wooden mast and boom. Two sets of ash oars. Good condition, ready for use. Excellent trailer boat. \$1500 or best offer. Newton, MA (eves) (617) 244-1044.

17' WOODEN ATKINS LAUNCH. Built in 1982 by Bob Wilmes. Inboard Atomic IV 4-cylinder gas engine, instrument panel, forward 12 gallon fuel tank, bilge pump and many extras. Mahogany and oak trim. Featured on cover of November 1982 SMALL BOAT JOURNAL. \$5500. Cambridge, MA (eves) (617) 547-8758.

10' JOHN GARDNER PLYWOOD TENDER. Built new from plans in "BUILDING TRADITIONAL SMALL CRAFT". Flotation, beamy, burdensome. White painted exterior, buff interior. Bronze oarlocks and painted 6 ft. oars. Like new, little used. Epoxy glued construction, plywood planking, spruce framing. Epoxy sealed inside and out prior to painting. \$495.

BOB HICKS, Wenham, MA. (617) 774-0906.

16' CHESTNUT CANOE. Classic wood and canvas. Excellent condition. \$850. Townsend, MA (617) 597-6374.

19' GRAND BANKS DORY. Has motor well and trailer. Good condition. \$700. Dorchester, MA (617) 436-1635.

12' YACHT TENDER PROJECT BOAT. Unfinished traditional lapstrake round bottom type, DEFENDER design by Phil Bolger (from SMALL BOATS). Cedar planking on steam bent oak frames, copper fastened. Needs finishing out, sanding, painting, seats, outside rail, etc. Can be fitted with centerboard and rig for sailing around anchorages gunkholing. \$695.

BOB HICKS, Wenham, MA (617) 774-0906.

9' FLAT BOTTOM SKIFF, rounded topsides, similar to Chaisson type. Could be rigged for sailing. \$950.

12' 6" YANKEE TENDER, new. Rigged for sailing, traditional construction, with centerboard, sail. Lots of mahogany trim, seats, transom. \$2400 complete.

12' 6" YANKEE TENDER demonstrator used at boat shows. Rigged for sailing. Painted topsides and interior, bright trim. \$1800.

BILL CLEMENTS, Billerica, MA (617) 663-3103.

21' LOWELL AMESBURY SLOOP. Cedar on oak, 5hp Sea Gull o/b, much gear. \$1950. Foxboro, MA (617) 543-6867.

13-1/2' WENAMET KITTEN CATBOAT built 1940. Professionally fiberglassed SWAMPSCOTT DORY TENDER. \$1400. in 1955. Graceful family daysailer or can be singlehanded by a child. Includes 1976 galvanized Shoreline trailer. \$1900. E. Longmeadow, MA (413) 525-7674.

17' OLD TOWN CANOE. Cedar and canvas, beautiful condition. Two Old Town paddles. Best offer. Sudbury, MA (eves) (617) 443-8236.

8' DOLPHIN NESTING DINGHY, sailing model, sails well. Like new, won't fit on foredeck. \$800. ED SELING, Danvers, MA. (617) 777-1228.

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